Training and Evaluation Outline Report

Task Number: 01-5-7536

Task Title: Conduct Air Assault Landing Zone and Pick Up Zone Missions

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FM 3-04.113	Utility and Cargo Helicopter Operations	Yes	Yes
	FM 3-04.120	Air Traffic Services Operations	Yes	No
	FM 3-21.38	PATHFINDER OPERATIONS	Yes	No

Condition: The battalion is in a simulated (live, virtual, or constructive) combat environment. The main CP is operational and the staff sections are functioning. The unit has received an OPORD/FRAGO and the commander's guidance. The team is to conduct LZ/ PZ mission(s) in support of aviation operations. The team may move by air/ground transportation to a designated location. Some iterations of this task should be performed in MOPP.

Standard: The team integrates all systems as appropriate. The team completes the mission without loss of personnel or equipment.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

none

WARNING

none

CAUTION

None

Remarks: l task steps and performance measures, prerequisite and supportingcollective tasks, supporting individual tasks and supporting reference numbers were reviewed/updated on 31 January 2013.

Notes: None

TASK STEPS

* 1. The team leader plans and coordinates the mission.

Note: All tactical considerations such as: Mission, Enemy, Troops, Terrain, weather, Time available and Civilian considerations (METT-TC), Pickup Zone (PZ) location, and size of the element being moved of the Landing Zone (LZ) are the responsibility of the ground unit commander. The size of the LZ is determined by the aviation commander.

a. Plans LZ approach and departure routes.

(1) Applies 10:1 obstacle clearance ratio rule.

Note: The 10:1 rule can be reduced to no less than 5:1 depending on insertion or extraction load.

(2) Obtains prevailing wind data for LZ location.

(3) Determines departure heading.

b. Obtains atmospheric conditions of temperature and humidity.

c. Determines LZ elevation in mean sea level (MSL).

d. Determines type of load (equipment or personnel, internal or external, insertion or extraction).

e. Coordinates emergency landing/crash procedures with aviation and ground unit commanders.

f. Coordinates with aviation and ground unit commanders on aircraft operations, proposing communications checkpoint (CCP), and release point (RP).

g. Coordinates with commanders on the preparation of loading/unloading plan.

Note: Reconnaissance must be conducted prior to mission (may be photo/TAC air/ground reconnaissance).

NOTE: The most effective method, route of insertion, and extraction for team must be established prior to the mission.

* 2. The team leader prepares the team to conduct PZ operations.

a. Assembles team.

b. Briefs team concerning:

(1) Enemy/friendly situations.

(2) Mission.

(3) Communications procedures.

(4) Emergency extraction points.

(5) Loading/unloading plan of aviation/ground commanders.

c. Conducts equipment checks.

d. Distributes necessary supplies to team members, such as rations, ammunitions, pyrotechnics, batteries, and landing aids.

Note: The team establishes and maintains communications with the Air Traffic Services (ATS) net and units as dictated by mission.

3. The team infiltrates the LZ.

a. Assesses the current situations and suitability of LZ.

b. Provides a situation report (SITREP) which included as a minimum:

(1) Threat.

(2) LZ ground slope using formula:
VD X 57.3 = Slope in degrees HD
VD = Vertical distance
HD = Horizontal distance

Note: Reference FM 3-21.38 Pathfinder Operations for formula.
For the helicopter to land safely, the slope should not exceed 7 degrees. Whenever possible, pilots should land upslope rather than downslope. All helicopters can land where ground slope measures 7 degrees or less and no advisory is required. When the slope exceeds 7 degrees, observation and utility helicopters that utilize skids for landing must terminate at a hover to load or off-load personnel or supplies. When the slope measures between 7 and 15 degrees, large utility and cargo helicopters that use wheels for landing are issued an advisory, and they land upslope. When the slope exceeds 15 degrees, all helicopters must be issued an advisory and terminate at a hover to load or off-load personnel or supplies.

(3) Surface conditions.

(4) Changes to proposed location(s) of CCP and RP to supported units.

c. Maintains communications with the ATS net and units as dictated by mission.

d. Establishes the LZ.

(1) Removes hazardous obstacles.

(2) Reduces hazardous obstacles.

(3) Marks hazardous obstacles.

(4) Installs landing/navigational aids, such as, lights, panel markers, and beacon as required.

(5) Establishes ground-to-air communications, if required.

e. Operates the LZ.

f. Relays updated meteorological local weather observation (LWO) and flight pattern information to Tactical Airspace Integration System using FBCB2 and aircraft as needed.

g. Provides updated meteorological observation or LWO and flight pattern information to arriving aircraft.

h. Communicates with aircraft without radio communications through hand, smoke, light, or signal panels as necessary.

* 4. Commander/Leader performs, or delegates performance of the steps in the composite risk management process for each step in troop leading procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The team leader planed and coordinated the mission.			
2. The team leader prepared the team to conduct PZ operations.			
3. The team infiltrated the LZ.			
4. Commander/Leader performed, or delegated performance of the steps in the composite risk management process for each step in troop leading procedures.			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: **1 2 3 4 5 M**

COMMANDER/LEADER ASSESSMENT: **T P U**

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-4-7523	Install the AN/TPN-31 (ATNAVICS)	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-5-7534	Provide Air Traffic Services (ATS) At A Temporary Landing Site	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-5-7535	Provide ATS Pathfinder Support.	01 - Aviation/Aviation Logistics (Collective)	Approved

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-4-7521	Install The AN/TRN-30 (V) 2	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7523	Install the AN/TPN-31 (ATNAVICS)	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7524	Install The AN/TSQ-70A Or AN/TSW-7A	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7525	Install The Tactical Airspace Integration System (TAIS) AN/TSQ-221	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7526	Operate The Electronic Shop Shelter Mounted Avionics AN/ASM-146 and AN/ASM-147	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7527	Conduct Communications-Electronics (COM/NAV) Maintenance	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7531	Conduct Ground Controlled Approach Radar Functions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7532	Conduct Tower Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7533	Conduct Tactical Airspace Integration Systems-Airspace Information Center (TAIS-AIC) Functions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7537	Provide Airspace Information Center (AIC) Services	01 - Aviation/Aviation Logistics (Collective)	Approved

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-143-0038	Control the Flight of VFR Arrival/Departure Aircraft	011 - Aviation (Individual)	Approved
	011-143-1044	Identify Aircraft Using Radar Procedures	011 - Aviation (Individual)	Approved
	011-143-5055	Record ATC Facility Daily Activities	011 - Aviation (Individual)	Approved
	011-415-3105	Supervise Controller Training	011 - Aviation (Individual)	Approved
	011-415-3107	Supervise Implementation of Airspace Control Measures (ACMs)	011 - Aviation (Individual)	Approved
	011-415-3109	Supervise Facility Training Program (FTP) Development	011 - Aviation (Individual)	Approved
	011-415-3125	Recommend Revisions to Airspace Control Procedures	011 - Aviation (Individual)	Approved
	011-415-3127	Provide Air Traffic Control (ATC) Technical Assistance to Host Nation Air Traffic and Airspace Agencies	011 - Aviation (Individual)	Approved
	052-192-1271	Identify Visual Indicators of an Improvised Explosive Device (IED) (UNCLASSIFIED//FOR OFFICIAL USE ONLY (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-1272	Conduct a Person Search	052 - Engineer (Individual)	Approved
	052-192-1273	Conduct an Occupied Vehicle Search	052 - Engineer (Individual)	Approved
	052-192-1274	Conduct a Route Search	052 - Engineer (Individual)	Approved
	052-192-1275	Conduct an Area Search	052 - Engineer (Individual)	Approved
	052-192-3261	React to an Improvised Explosive Device (IED) Attack (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-4532	Manage Military Search Operations	052 - Engineer (Individual)	Approved
	052-703-9113	Plan for the Integration of C-IED Assets in a COIN Environment	052 - Engineer (Individual)	Approved
	052-703-9114	Respond to an IED at the Company Level	052 - Engineer (Individual)	Approved
	150-718-2300	Perform Information Collection	150 - Combined Arms (Individual)	Approved
	150-718-5315	Establish the Common Operational Picture	150 - Combined Arms (Individual)	Approved
	171-133-5317	Plan Unit Movement at Company Level	171 - Armor (Individual)	Approved
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved
	301-192-6001	Apply Predictive Analysis to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6001	Apply Predictive Analysis to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6002	Apply Pattern Analysis Products to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6002	Apply Pattern Analysis Products to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6003	Conduct Information Collection in Support of Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6003	Prepare Request for Intelligence, Surveillance, and Reconnaissance in Support of Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6004	Conduct Tactical Questioning of Combatants and Civilians on the Battlefield	301 - Intelligence (Individual)	Approved
	301-230-6001	Integrate CREW Systems	301 - Intelligence (Individual)	Approved
	301-230-6002	Manage CREW Systems	301 - Intelligence (Individual)	Approved

Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
No TADSS specified				

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

Environment: 1. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT

2. All aerial defensive and offensive tactical operations require an area in which to maneuver. Most training areas have environmental restrictions that a unit must follow during tactical operations. The flight-route parameters resulting from environmental and noise complaint restrictions are unique to aviation. These restrictions must be considered when planning training aviation missions and during mission briefs.

3. Aviation units use large amounts of hazardous materials during routine maintenance. Commanders will be held responsible for the proper disposal of hazardous materials (HAZMAT). The operation of FARPs is especially challenging because of the potential for major environmental catastrophes. The SOPs specify the proper disposal of HAZMAT (such as oils and lubricants, used drip pans, and grease and oil washed off vehicles).

4. All gunnery ranges have environmental SOPs which aviation units need to comply with. These restrictions include normal environmental guidance. They also include specific instructions for the disposal of casings and ammunition boxes and maneuvering weapon systems.

Note. Each U.S. installation is subject to local and state environmental regulations as well as to federal legislation. For information pertaining to a specific location, contact the installation environmental office. When overseas or on deployment, contact operations and plans, and training staff officer (S3) or the assistant chief of staff, operations (G3).

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination. 1. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

2. Composite risk management identifies operational risks so hazards can be reduced or eliminated. Composite risk management allows units to operate in high-risk environments. Leaders at every level are responsible for identifying hazards, taking measures to reduce or eliminate hazards, and accepting risk only to the point that the benefits outweigh the potential losses. The Army's doctrinal manuals articulate the risk-management process as the principal risk-reduction tool. Composite risk management is not an add-on feature to the decision-making process but, rather, a fully integrated element of planning and executing operations. The goal is to make composite risk management a routine part of planning and executing operational and training missions.

3. Composite risk management is a continuous process for each assigned mission or training event. It must be integral to military decisions tied into each training plan and become a continuous part of preparation for training. Safety demands total chain of command involvement in planning, preparing, executing, and evaluating training.